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INFORMATION REPORT

CD NO.

COUNTRY Rumania

DATE DISTR. 12 APR 51

SUBJECT The Salva-Viseu-Sighet
Railroad

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ACQUIRED

NO. OF ENCLS. 1 sketch
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

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1. The Salva-Viseu-Sighet railroad connects the districts of Bistrita, Sasaud, and Maramures. The railroad was planned in 1930; in 1933 construction began during the Banu Government regime. Because of technical difficulties the line was only completed up to Fiad, and the project was ended. The plan was to construct the railroad on the left bank of the Slavuta River.
2. In 1947 the government undertook to finish the railroad. In 1948 it was decided to construct the line on the right bank of the Slavuta River. The project was called Santierul National Vasile Luca.
3. The line through the Maramures area is valuable from an economic point of view because of the yield of lumber from the rich forests.
4. The construction of the line was divided into four sections, and each section into four sectors. The technicians, (engineers, mechanics, and others) were Party members with the specific mission (besides their professional mission) of "re-educating the working masses". From this point of view a political nucleus was created in each sector, directed by a political coordinator and assisted by a group of spies who had the power to judge the caliber of work performed by each laborer. Although a code for workers stipulated a certain amount of work, it was not respected by the directors of the project. In 1949 masses of peasants from Maramures abandoned the Santier because of the difficult conditions. Living conditions were primitive and wages extremely low.
5. Besides the coordinators, the Ministry of the Interior sent a detachment of gendarmes to guard the viaducts which were under construction. Thus, about 20 security gendarmes were camped in every small town and village along the line.

- 25X1X 6. In 1949 [REDACTED] Section Four, Romuli,
of finding manpower which was lacking at the time. [REDACTED]
25X1X assistance of two coordinators was given the Bucharest area for his task.
25X1X Unable to find the proper manpower, [REDACTED] requested prisoners from
25X1X the Direction of the Penitentiaries to work on the most dangerous part of the
line. [REDACTED] 30 prisoners with the reservation that he would
return them as soon as the job was completed. Two of the prisoners were
killed while on this project. The informant was held responsible and he was

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tried by the political coordinators of his sector, but was acquitted of the charges made against him.

7. The line was opened on 12 December 1949. In 1950 trees were planted at all points along the line that were exposed to erosion.
8. The above railroad line is important because it is connected with the Czechoslovak border.